

**Amendments to the Claims:**

This listing of the claims will replace all prior versions, and listings, of claims in the application:

**Listing of the Claims:**

1-24. (Cancelled).

25. (New) A trailer adapted for a boat, the trailer comprising:

a substantially U-shaped chassis including two branches connected to a connecting part at a first end portion of each of the two branches;

a plurality of wheels;

a first pair of struts, wherein a first strut of the first pair of struts is connected to the first end portion of a first branch of the two branches of the substantially U-shaped chassis and a second strut of the first pair of struts is connected to the first end portion of a second branch of the two branches of the substantially U-shaped chassis;

a second pair of struts, wherein a third strut of the second pair of struts is connected to a second end portion of the first branch and a fourth strut of the second pair of struts is connected to a second end portion of the second branch; and

a sling oriented between the first strut and the second strut of said first pair of struts, the sling configured to support the boat by abutting against an outer surface of a hull of the boat, wherein the first strut of the first pair of struts includes a first hydraulic operated piston-cylinder arrangement and the second strut of the first pair of struts includes a second hydraulic operated piston-cylinder arrangement, the first and second piston-cylinder arrangements being coordinated by the sling which is configured to interact with a forward portion assigned to the hull of the boat and wherein the first and second piston-cylinder arrangements are hydraulically directly interconnected such that hydraulic oil is distributed, under an overpressure, between the first and

second piston-cylinder arrangements in response to a rocking or rolling motion of the hull of the boat.

26. (New) The trailer according to claim 25, wherein the first pair of struts are forwardly arranged struts.

27. (New) The trailer according to claim 25, wherein the second pair of struts are astern arranged struts.

28. (New) The trailer according to claim 27, wherein the third strut of the second pair struts includes a third piston-cylinder arrangement hydraulically connected to a fourth piston-cylinder arrangement of the fourth strut of the second pair of struts.

29. (New) The trailer according to claim 25, wherein the first strut is a forwardly arranged strut, and wherein the first piston-cylinder-arrangement is connected to a hydraulic-pressure-generating arrangement via a valve arrangement.

30. (New) The trailer according to claim 25, wherein the third strut is a first astern arranged strut and includes a third piston-cylinder arrangement connected to a hydraulic-pressure-generating arrangement via a valve arrangement.

31. (New) The trailer according to claim 30, wherein the fourth strut is a includes a second astern arrange strut and includes a fourth piston-cylinder arrangement connected to a second hydraulic-pressure-generating arrangement via a second valve arrangement.

32. (New) The trailer according to claim 25, wherein each of the two branches includes at least two parts, wherein the at least two parts are attachable to each other at a plurality of positions.

33. (New) The trailer according to claim 25, wherein a third piston-cylinder arrangement and a fourth piston-cylinder arrangement of the second end portion of the first branch are directly hydraulically interconnected through a valve arrangement.

34. (New) The trailer according to claim 25, characterized in a third piston-cylinder arrangement and a fourth piston-cylinder arrangement of the second end portion of the second branch are directly hydraulically interconnected through a valve arrangement.

35. (New) The trailer according to claim 25, characterized in that the first strut is mounted to the first branch via a horizontally oriented arm.

36. (New) The trailer according to claim 35, wherein the first strut is configurable to assume a plurality of positions between a first position where the horizontally oriented arm extends toward a first side of the first branch and a second position where the horizontally oriented arm extends toward a second side of the first branch.

37. (New) The trailer according to claim 1, characterized in that a mounting of the horizontally oriented arm is oriented at or adjacent to the connecting part of the first end portion of the first branch.

38. (New) The trailer according to claim 25, characterized in that at least one of the two or more wheels is connected to an astern end portion of the first branch and wherein the at least one of the plurality of wheels is assigned a bogie.

39. (New) The trailer according to claim 38, characterized in that a driving gear driven by a motor is arranged between the two or more wheels.

40. (New) The trailer according to claim 25, characterized in that the plurality of wheels are located proximate to the connecting part on at least one of the two branches.

41. (New) The trailer according to claim 25, characterized in that the first end portion of each of the two branches includes a sleeve-shaped bearing member having a first length within a range of 10% to 40% of a second length of the connecting part and wherein the sleeve-shaped bearing member is configured to receive a first end of the connecting part.

42. (New) The trailer according to claim 25, characterized in that the first end portion of each of the two branches includes a sleeve-shaped bearing member having a first length within a range of 20% to 30% of a second length of the connecting part and wherein the sleeve shaped bearing member is configured to receive a first end of the connecting part.

43. (New) The trailer according to claim 25, wherein a third strut located in the second end portion of the first branch is mounted to the first branch through a horizontally oriented arm.

44. (New) The trailer according to claim 43, wherein the third strut is configurable to assume a plurality of positions between a first position where the horizontally oriented arm extends toward a first side of the first branch and a second position where the horizontally oriented arm extends toward a second side of the first branch.

45. (New) The trailer according to claim 43, wherein a mounting of the horizontally oriented arm is located proximate to at least one of the plurality of wheels located at the second end portion of the first branch.

46. (New) The trailer according to claim 41, characterized in that said sleeve-shaped bearing members are adapted to interact with each other to allow the first and second branches to assume a position configured for transportation without the boat.

47. (New) The trailer according to claim 46, characterized in that a first end portion of the sleeve-shaped bearing members are attached to each other so as to enable a twisting motion of the first and second branches.

48. (New) The trailer according to claim 46, characterized in that the sleeve-shaped bearing members are displaceably arranged along said connecting part such that the sleeve-shaped bearing members may be configured to support boats of differing width.